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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY USSR (Latvia)
SUBJECT Location and Capacity of Major Electric Power Plants/Soviet Use of Railway Shops
PLACE ACQUIRED (BY SOURCE) [REDACTED]
DATE ACQUIRED (BY SOURCE) [REDACTED]

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SOURCE [REDACTED]

information regarding the status of Latvian electric power production as of the summer of 1944. The city of Liepaja had a 10 thousand kilowatt plant powered by steam. There was also a plant at the Liepaja naval base whose output I do not know. Jelgava had a five thousand KW steam plant. At Riga there was a 37,500 KW steam plant designated Station "A" in addition to which there was Station "K" an emergency underground power plant built in 1939. Its equipment was supplied by the Swiss firm of Brown-Boveri and utilized Velox boiler, for use in the event Station "A" was destroyed. At Kegums there was a hydro-electric plant with three 17 thousand KW generators. It had space for a fourth generator which had not been installed in 1944. The plant Daugavpils had three steam powered turbines, a 400 KW AEG, a 1250 KW AEG and a 21 thousand KW Ljungstrom.

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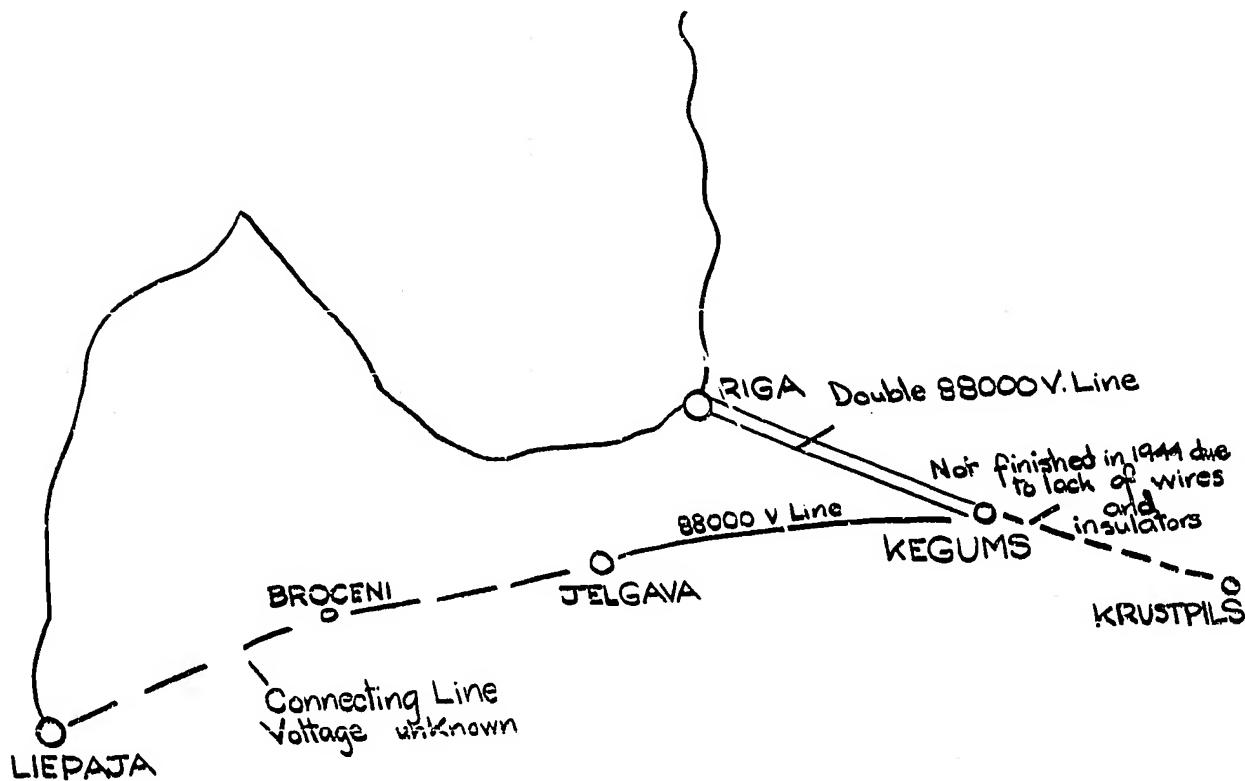
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2. Below is a rough sketch of the Latvian power network as of 1944:



3. At Daugavpils there was a stand-by electric plant at the railroad shops with a capacity of about 1500 KW. This plant utilized two old steam engines and three fast running engines from destroyers. The equipment was old but ready for use in case of necessity. The shops where this equipment was located between 1920 and 1940 serviced the Latvian railways. The Soviets, when they took over intended to transform them to service the entire district between Leningrad and Warsaw, and in 1946 boasted that within five years they would be able to do the whole job.

Available for inspection and selection at CIA Graphics Register are six still photographs of the Daugavpils plant and two still photographs of the Broceni plant. The former were taken in 1943-44 and the latter in 1939. CIA 96242-96249

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CIA, [REDACTED] 24 AUG 53
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ELECTRIC POWERS PLANTS/SOVIET USE
OF RAILWAY SHOPS
(INFO 44 AND EARLIER)
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